

AIR TRAFFIC PROCEDURES ADVISORY COMMITTEE (ATPAC)

SUBJECT: Minutes of the ATPAC 136th Meeting

SUMMARY: The 136th meeting of ATPAC was held on October 6, 2009, at Air Traffic Control Association's 54th Annual Conference at the Gaylord National Resort and Convention Center, National Harbor, Maryland. Representatives were present from ADF, AOPA, APA, NBAA, FAA, COA, NATCA, NPA, ATCA, DoD, IPA, ALPA, and ASRS.

The meeting was called to order by the Chairperson, at 8:38 a.m. on Tuesday, October 6, 2009.

The Executive Director presented his report.

ATPAC meeting #135 minutes were approved through email prior to this meeting. Recurring Agenda Items, IOUs, and applicable AOCs were reviewed and discussed; and the next meeting date and location were established. All business finished, the meeting was adjourned at 1:00PM on October 7, 2009.

AGENDA:

- Call to Order/Roll Call
- Recognition of Attendees
- Executive Director's Report
- Chair Report
- Call for Safety Items
- Review of Agenda Items, Recurring Agenda items, IOUs, Status updates to Areas of Concern (AOC)
- Introduction of New AOCs/Miscellaneous
- Debrief on Pilot/Controller Committee Subgroup
- Executive Directors discussion on NAS Changes
- Locations/Dates for Future Meetings
- Adjournment

TUESDAY, OCTOBER 6, 2009

CALL TO ORDER/ROLL CALL: The Chairperson, called the meeting to order at 8:38 a.m. The Chairperson introduced herself and conducted introductions around the room.

RECONGITION OF ATTENDEES:

Richard Jehlen, Executive Director
Bruce McGray, FAA
Danny Aguerre-Bennett, Chair, ATPAC
Bob Lamond, NBAA
Kerry Rose, FAA
Mike Hilbert, FAA
Mike Frank, FAA
Norm Joseph, ADF
Mark Cato, ALPA
Wilson Riggan, APA
Gary Fiske, FAA
Jim McMahon, FAA
Catherine Shema, FAA
Sabra Morgan, ATCA

Cynthia Deyoe, JVS, AJR-53
Andy Brand, ALPA
Harvey Hartmann, NASA, ASRS
Steve Alogna, FAA
Claire Kultgen, AOPA
Patrick Boyle, ADF
Sydney Tutein, ARMY DoD
Doug Thoman, IPA (new)
Chris Prichett, AOPA
Ben Rich
Stephen Morrison, FAA
Glenn Morse, COA
Bill Stanton, FAA ATSAP

EXECUTIVE DIRECTOR'S REPORT: The Executive Director informed the members that FAA Senior Vice President of Operations, Air Traffic Organization would visit Wednesday morning. The Executive Director proffered his and ATPAC members' thanks to ATCA for assistance in getting the room today. The Executive Director informed ATPAC members that if they are registered lobbyists, they cannot be a member of ATPAC, per GSA guidance.

The Executive Director then discussed the recent ATO re-organization efforts. These efforts are still being worked, but the TMOs/TMCs were reporting to the facility managers beginning October 1, 2009. This reorganization includes creating a new line of business (LOB) consisting of offices that are viewed as shared or enterprise services. These offices include the current Airspace & AIM directorate (Publications, AIM, Airspace and Rules, Environmental, Airspace Management Program, & RNAV/RNP/UAs), the current System Operations Litigation, and the Procedures Development Group (also currently under System Operations). Since ATPAC falls under Procedures, this may be the current Executive Director's last meeting in this capacity. The group was apprised of the new acting VP for Shared Services and Director of En Route Safety and Operations Support group.

The FAA's current budget is in continuing resolution (CR) and Reauthorization is extended thru December. This means there is a hiring freeze and no new starts for FAA.

The members were informed that the new QA order is out and controllers were briefed at facility level on these changes. One of the biggest changes is that a controller doesn't need to be pulled off the operational position if he has an operational error as this was seen to be punitive. The intent of the new QA order is to focus not on the error but on the process that led to the error. Under the new QA order, there will be a fact-based analysis on trend and pre-cursors to prevent future errors.

The NATCA contract was ratified, effective Oct 1, 2009. It is hoped the new contract will contribute to a more relaxed environment in the facilities. Five articles of the contract are still in arbitration. The contract is referred to as the "crimson" or "red book."

CHAIR REPORT: The NATCA contract was signed effective Oct 1, 2009. The group was advised of the new President and Vice President of NATCA. ATSAP Program training has been completed in seven NATCA regions. ATSAP currently has 7,800 reports filed.

Action Item: The Chairperson will try to find out when the next ATSAP representative meeting is being held and send out information to ATPAC members.

APPROVAL OF MEETING #135 MINUTES: The minutes from Meeting #135 were completed approximately 1 week after the close of the meeting, sent out for comment, and approved, following the new process.

Agenda Item: The ALPA member raised the issue that when a pilot calls into a FAA facility, many times they do not know if it is a recorded line.

Action Item: The Executive Director will check on the recorded line issue and report at the next meeting.

CALL FOR SAFETY ITEMS: None presented.

MISCELLANEOUS ITEMS: The AOPA representative informed the group of their new President and Acting Vice President.

REVIEW OF AGENDA ITEMS:

Recurring Agenda Items:

- Wake Turbulence program (Information contained in Pre-Read Briefing) – No discussion.
- Runway Safety (Information contained in Pre-Read Briefing) – No discussion.
- NAVAID Naming Protocol – Previously, the Executive Director asked that the group reach a consensus about whether the current lists out there cause situations to be confusing and problematic enough to justify the effort and resources. Member representatives from NASA, AOPA, FAA ATSAP, and APA were to gather some data to identify the specific problem locations. Palm Springs and Tulsa were discussed as two such trouble areas. The FAA ATSAP representative stated ATSAP had eight or ten items related to this. AOPA stated that this was an issue for their constituents. They will write an article so that members could respond with other sites.

The Executive Director reminded the group that cost is one of the considerations when looking at making a change. The amount of procedural changes that are tied to the change drives the priority and cost. One of the main issues noted is the controller phraseology. Controllers should state “cleared to XXX NAVAID or airport.”

A possible solution was raised: the FAA should add two sentences to the AIM to alert pilots and controllers at those specific locations that have that problem. The FAA disagreed with this solution.

Action Item: Recommend PDG write document change proposals (DCP) for FAA Order JO 7110.65, the AIM, and relevant orders to clarify issue surrounding cleared to a fix or an airport and the necessity to say what it is that you’re clearing them to. The change initiator (CI) will be the ATPAC Executive Director. It is thought that this will close the AOC. Each ATPAC member should socialize and explain the training issue to controllers and pilots.

The PDG manager looked at the recommendation to do a DCP regarding this issue and concluded that this DCP would affect several operational elements across the ATO. The PDG will form a workgroup comprised of members of the PDG plus representatives from ATO operations offices to propose language for the DCP. Additionally, the workgroup will coordinate with appropriate safety representatives to see if this change needs an SRMD or an SRMDM. The PDG has a process for DCPs, and this workgroup will research and put the DCP package together. The manager of the PDG will give a status of the findings at the Jan 2010 ATPAC meeting.

It was proposed that ATPAC formulate a new AOC for three-letter ID naming convention. Bill Stanton gave an example of this problem with the three-letter ID GRR (both an airport and a NAVAID). The Airport is 4.8 NM from the GRR VORTAC. The controller clears aircraft direct GRR rather than airport. This results in incorrect mileage and results in early turns into opposite direction traffic. ATPAC needs a prioritized list. The confusion is in the three-letter identifiers. Strong follow up training action is recommended. Procedures need to be simplified for international and single piloted aircraft. Discussion will continue at the next ATPAC meeting, awaiting the recommendation of the workgroup.

STATUS OF AREAS OF CONCERN:

AREA OF CONCERN 102-2

01/24/2001

SAFETY: No

SUBJECT: Instrument Approach Clearances to Other than IAF

DISCUSSION: 136 – Changes to the manuals have been done by both FAA terminal and RNAV groups. A meeting has been scheduled for Oct 25th and 26th with representatives from pertinent FAA lines of business including ATO Safety, as well as representatives from various industry user groups to discuss this. The outcome of that meeting should resolve AOC 102-2. The meeting is being hosted by the Aeronautical Charting Forum (ACF) - Instrument Procedures Group (IPG). An invitation was extended to any ATPAC member who would like to attend.

CURRENT STATUS: Open

ACTION ITEM: Instrument Approach Clearances to Other than IAF deferred due to terminal discussion.

AREA OF CONCERN 116-1

07/14/04

SAFETY: No

SUBJECT: Revision to FAAO 7110.65 and the AIM

REFERENCES: FAAO JO 7110.65, paragraph 4-2-5b NOTE; AIM, Sections 4-4-9g and 5-2-6e7.

DISCUSSION: 136 - Not discussed at this meeting. Update provided by FAA AJR-37 before meeting and sent out in Pre-read briefing– estimated publication of change in FAAO JO 7110.65, AIM, and AIP has been pushed back until July 29, 2010.

CURRENT STATUS: Open, Deferred to Meeting #140

ACTION ITEM: AJR-37 assigned to draft changes to FAA Order JO 7110.65, AIM, AIP, and Pilot/Controller Glossary on departure instructions to maintain.

AREA OF CONCERN 116-3

07/14/04

SAFETY: No

SUBJECT: ILS Glide Slope Critical Area Advisory

REFERENCE: AIM 1-1-9k2(b)(2)

DISCUSSION: 136 – APA member requested that a DCP be written to change FAA Order JO 7110.65 to include notification to the tower by the pilot about why they are requesting ILS Critical Area be protected. The reason is that pilots need to stay current and it is a very long, costly process to accomplish this on the ground. APA requested that positive phraseology be added to indicate approval request.

CURRENT STATUS: Open, deferred until ATPAC #140.

ACTION ITEM:

1. ATPAC Executive Director will send in a Change Initiator (CI). AJT will complete the DCPs to update FAA Order JO 7110.65, the AIM, and the AIP.
2. APA to write up (at the request of the Executive Director) an educational packet explaining what the need and fleet implications are for operators if they are unable to complete their mandatory certification needs. This will be distributed to appropriate FAA offices for additional controller training consideration.

AREA OF CONCERN 117-1

10/05/04

SAFETY: No

SUBJECT: Definition of the term “Airborne”

DISCUSSION: 136 – Not discussed at this meeting. Update provided prior to meeting and sent out in Pre-read briefing. Change to FAA Order JO 7110.65 will be published in the February 11, 2010 edition.

CURRENT STATUS: Open, Deferred until ATPAC #138.

AREA OF CONCERN 123-2

04/19/06

SAFETY: No

SUBJECT: Aircraft Vertical Performance Data

DISCUSSION: 136 – FAA AJT- 22 will write changes and submit to PDG. The Safety study and AFS400 documents will be part of package.

CURRENT STATUS: Part 1 – Open

Part 2 – Deferred until ATPAC #137

Part 3 – Deferred until ATPAC #138

ACTION ITEMS:

Part 1 - FAA AFS-400 to finalize internal coordination on who will generate content for the tables OR identify which data is acceptable to populate tables with. On hold due to on-going discussions with AFS-401 in October. AFS-400 mentioned that they will request Janes as the standard.

Part 2 - Proper information will then be incorporated into appropriate area.

Part 3 - FAA will make corrections to parts of the FAA Order JO 7110.65 that erroneously send people to AIM for information which does not exist there.

AREA OF CONCERN 123-4

04/19/06

SAFETY: No

SUBJECT: Speed Assignment Procedures for Arriving Aircraft

DISCUSSION: 136 - Not discussed at this meeting. Update provided by AJR-37 prior to meeting and sent out in Pre-read – estimated publication of change in FAA Order JO 7110.65, AIM, and AIP has been pushed back until July 29, 2010.

CURRENT STATUS: Deferred to ATPAC #140

ACTION ITEMS: AJR-37 will submit changes to FAAO JO 7110.65, AIM, and AIP to incorporate appropriate recommendations.

AREA OF CONCERN 123-6

04/19/06

SAFETY: Yes

SUBJECT: Precision Obstacle Free Zone (FAA Order JO 7110.65, Paragraph 3-7-6)

DISCUSSION: 136 – FAA AJT-22 to write up DCP which will include safety study and AFS-400 documents.

CURRENT STATUS: Open

ACTION ITEM: AJT-22 to write up DCP which will include safety study and AFS-400 documents.

AREA OF CONCERN 123-7

04/19/06

SAFETY: Yes

SUBJECT: Four Digit Express Carrier Call signs

DISCUSSION: 136 – NASA and APA members stated Runway Safety has enlisted a Human Factors (HF) study on this issue and they will work on setting up a brief to ATPAC next meeting on the findings. This issue can be closed once the HF study is completed.

CURRENT STATUS: Open

ACTION ITEM: Briefing at next ATPAC on HF study.

AREA OF CONCERN 124-1

07/11/06

SAFETY: No

SUBJECT: Controller Identification of Aircraft Types

DISCUSSION: 136 - ATB published and on the web.

CURRENT STATUS: Closed

AREA OF CONCERN 125-2

10/24/06

SAFETY: No

SUBJECT: Gear down Advisory

DISCUSSION: 136 - AOPA agreed to close item and will continue to educate their members.

CURRENT STATUS: Closed

AREA OF CONCERN 125-4

10/24/06

SAFETY: No

SUBJECT: Confusion on Descent during Non-Precision Approaches

DISCUSSION: 136 – Part 1 –AJT-22 stated that in ASRS provided, pilots stated they started descent too soon. There were no reports in ATSAP on this issue. It has been decided that additional training is not needed.

Part 2 – AFS-400 shared some definitions of what is meant by “established on approach,” “established in hold” and “cleared for approach.” These were well received as it was mentioned this is the first time that they had actually seen them written out. AFS-400 mentioned that some of these are “lost” or embedded in the 91.175. They also recommended that the FAA adopt the ICAO definition for “approach” since FAA has none.

A question was asked if pilots understand what “published segments” means. There appears to be a need to send out information for educational purposes. AJT-22 added that they also may need an Air Traffic Bulletin or Mandatory Briefing Item ATB/MBI to controllers; for example, if vectoring at MVA, A/C can not turn on approach if they are below altitude of approach segment.

CURRENT STATUS: Part 1 – Closed. AJT-22 will not put out training this is not a systemic issue.
Part 2 – Deferred until ATPAC #140

ACTION ITEM: Part 2 - Three DCPs will be generated with the Change Initiator being Executive Director of ATPAC. They will define “establish on approach,” “what constitute segment of approach,” and “establish in holding.” APA provided following definitions: “Unpublished route,” “transition segment,” “approach segment” and “published segment.” RNP has to be considered when discussing approaches and impact reference these changes. Currently waiting for updated changes from AFS-400.

AREA OF CONCERN 126-2

01/09/07

SAFETY: No

SUBJECT: Procedures for Use of Time to Meet Restrictions

DISCUSSION: 136 - Not discussed at this meeting. Update provided by AJR before meeting and sent out in Pre-read briefing – En Route SOS (AJE-31) is still making revisions to the proposed change. Estimated publication of change in FAA Order JO 7110.65, AIM, and AIP has been pushed back until July 29, 2010.

CURRENT STATUS: Deferred to ATPAC #140

ACTION ITEM: AJR will submit changes to the FAA Order JO 7110.65, AIM, and AIP to incorporate appropriate recommendations.

AREA OF CONCERN 131-1

03/19/08

SAFETY: No

SUBJECT: AFSS Pre-Flight Briefing on SUA

DISCUSSION: 136 - Specific issue between AFSS and AOPA. AOPA will address this issue in a different forum and continue to educate their members.

CURRENT STATUS: Closed

NEW AOC:

AREA OF CONCERN 136-1

10/07/09

SAFETY: No

SUBJECT: Ambiguity on pilot actions during windshear conditions

DISCUSSION: 136 - APA stated that an issue in MCO showed the ambiguity on what exactly a pilot will do in known/forecasted windshear conditions. Much like a TCAS alert, the A/C will take no other control instructions when they are in a windshear alert "escape" maneuver other than what they feel necessary to get themselves out of the situation. Once they are out of the situation, they can then continue to follow control instructions. Apparently, this is not understood by controllers who expect the A/C to execute either the published missed approach or follow their control instructions. There was a suggestion to add phraseology to FAA Order JO 7110.65 to emphasize the pilot's urgency when escaping a windshear event. They would state "windshear recovery" as opposed to "go-around."

CURRENT STATUS: Open

ACTION ITEM: AJT to look at this problem and see if it needs to be addressed in the applicable Orders similar to a TCAS alert.

WEDNESDAY, OCTOBER 7, 2009

FAA Senior Vice President of Operations, Air Traffic Organization, was introduced to the ATPAC members by the Executive Director. The VP opened the discussion by affirming his support for the work that ATPAC does. He then went on to discuss the following items

- Task Force 5 meeting. The VP was impressed by participation and emphasis of the task force on the FAA implementations in the NAS - what was working and what could be delayed. Focus is on Domain areas, especially surface, and the tremendous potential in this area. Initial tests will be at JFK. The FAA needs to communicate that they need to make use of what they have today and to continue to ask how they can leverage technology for the future. They need to be cognizant of providing cost savings under current budget by improving what they do today while at the same time balancing technological improvements implemented in the future
- Dealing with mixed equipage. Does that mean the best-equipped will get best service? How will this be accomplished? The VP replied that ATC service is given to all aircraft, regardless of

equipage; however, the ability for aircraft to utilize certain types of approaches at certain airports would certainly depend on that equipage.

- The VP discussed several airports where ADS-B trials are taking place and where the FAA is evaluating capabilities for controllers and pilots with new technologies. ADS-B has four in-service decisions this year. An ADS-B 1 second update will be beneficial. A discussion on this centered around the benefits of ADS-B in LOU, specifically predictability which provides consistent through-put. It was stated this is not going to be solved by FAA alone. Human Factors needs to be leading research. The environmental impact is enormous.

DEBRIEF ON ATPAC PILOT CONTROLLER COMMITTEE SUBGROUP: AJR-53 gave a short recap of the group's progress. Monthly minutes of the meeting are distributed to all ATPAC members as they occur.

EXECUTIVE DIRECTOR'S DISCUSSION ON NAS CHANGES: Did not discuss.

LOCATIONS/DATES FOR FUTURE MEETINGS: Members requested if they know any possible sponsors for ATPAC in the San Diego area to contact AJR with information.

ATPAC #137: January 12th & 13th
Southern California

ADJOURNMENT: The meeting was adjourned on Wednesday, October 7 at 1:00 pm.